**CLAIM AMENDMENTS:**

1. (Currently Amended) An electric power steering device comprising:

a steering assist electric motor having an output shaft;

a speed reduction mechanism including an input shaft disposed coaxially with the output shaft of the electric motor; and

a power transmission joint which couples the output shaft of the electric motor to the input shaft of the speed reduction mechanism for power transmission, the power transmission joint including an annular first engagement member co-rotatably connected to the output shaft of the electric motor, an annular second engagement member co-rotatably connected to the input shaft of the speed reduction mechanism, and an elastic member disposed between the first and second engagement members for transmitting a torque between the first and second engagement members, wherein:

the elastic member includes an annular main body, and a plurality of engagement arms provided at predetermined intervals circumferentially along the main body and extending radially from the main body,

the first and second engagement members each includes a plurality of engagement projections engaged with the respective engagement arms of the elastic member circumferentially along the main body,

the engagement arms of the elastic member each includes a pair of power transmission faces, which are engaged with power transmission faces of

corresponding engagement projections of the first and second engagement members with interference fits,

the power transmission faces of the engagement arms include power transmission faces each having a first interference fit and power transmission faces each having a second interference fit, the second interference fit being smaller than the first interference fit, and

the power transmission faces each having the ~~relatively great~~ first interference fit are disposed radially symmetrically with respect to a center of the annular main body of the elastic member.

2. (Previously presented) An electric power steering device as set forth in claim 1, wherein the engagement arms in a free state not restricted by the first and second engagement members are arranged at intervals which include a relatively great interval and a relatively small interval relative to the relatively great interval, wherein the relatively great and small intervals are measured circumferentially along the main body.

3. (Previously presented) An electric power steering device as set forth in claim 1, wherein the engagement arms in a free state not restricted by the first and second engagement members include an engagement arm having a relatively great thickness and an engagement arm having a relatively small thickness

relative to the engagement arm having the relatively great thickness, wherein the relatively great and small thicknesses are measured circumferentially along the main body.

4. (Previously presented) An electric power steering device as set forth in claim 1, wherein at least one of the first and second engagement members is a varying-interval engagement member, the varying-interval engagement member having engagement projections arranged at intervals which include a relatively great interval and a relatively small interval relative to the relatively great interval, wherein the great and small intervals are measured circumferentially along the varying-interval engagement member.

5. (Previously presented) An electric power steering device as set forth in claim 1, wherein at least one of the first and second engagement members is a varying-projection-thickness engagement member, the varying-projection-thickness engagement member including an engagement projection having a relatively great thickness and an engagement projection having a relatively small thickness relative to the engagement projection having the relatively great thickness, wherein the relatively great and small thicknesses are measured circumferentially along the varying-projection-thickness engagement member.

6. (Original) An electric power steering device as set forth in claim 1, wherein at least one of the power transmission faces of the engagement arms includes a cam surface which increases circumferential compression of the elastic member as the first and second engagement members axially approach each other.

7. (Original) An electric power steering device as set forth in claim 1, wherein at least one of the engagement projections of at least one of the first and second engagement members has a cam surface which increases circumferential compression of the elastic member as the first and second engagement members axially approach each other.

8. (Previously presented) An electric power steering device as set forth in claim 2, wherein the engagement arms in the free state not restricted by the first and second engagement members include an engagement arm having a relatively great thickness and an engagement arm having a relatively small thickness relative to the engagement arm having the relatively great thickness, wherein the relatively great and small thicknesses are measured circumferentially along the main body.

9. (Previously presented) An electric power steering device as set forth in claim 4, wherein at least one of the first and second engagement members is a varying-projection-thickness engagement member, the varying-projection-thickness engagement member including an engagement projection having a relatively great thickness and an engagement projection having a relatively small thickness relative to the engagement projection having the relatively great thickness, wherein the relatively great and small thicknesses are measured circumferentially along the varying-projection-thickness engagement member.

10. (Previously Presented) An electric power steering device as set forth in claim 1, wherein the power transmission faces each having the first interference fit and the power transmission faces each having the second interference fit are alternatingly arranged with each other around the center of the elastic member.

11. (New) An electric power steering device, comprising:

an electric motor having an output shaft;

a speed reduction mechanism including an input shaft disposed coaxially with the electric motor output shaft; and

a power transmission joint including

an annular first engagement member including a first plurality of engagement projections, co-rotatably connected to the electric motor output shaft,

an annular second engagement member including a second plurality of engagement projections, co-rotatably connected to the speed reduction mechanism input shift, and

an elastic member having a first face connected to the first engagement member and a second face connected to the second engagement member to transmit a torque between the first and second engagement members, and including a plurality of engagement arms extending radially from a circumferential surface of the elastic member and engaged with the first and second engagement members, the plurality of engagement arms increasing in width from the first face to the second face.

12. (New) An electric power steering apparatus according to claim 11, wherein the engagement arms form an interference fit with the first and second engagement members.

13. (New) A power transmission joint for an electric power steering device that includes an electric motor and a speed reduction mechanism, the

power transmission joint coupling an output shaft of the electric motor to an input shaft of the speed reduction mechanism, the power transmission joint comprising:

an annular first engagement member including a first plurality of engagement projections, co-rotatably connected to the electric motor output shaft;

an annular second engagement member including a second plurality of engagement projections, co-rotatably connected to the speed reduction mechanism input shaft; and

an elastic member having a first face connected to the first engagement member and a second face connected to the second engagement member to transmit a torque between the first and second engagement members, and including a plurality of engagement arms extending radially from a circumferential surface of the elastic member and engaged with the first and second engagement members, the plurality of engagement arms increasing in width from the first face to the second face.

14. (New) A power transmission joint as set forth in claim 13, wherein the engagement arms form an interference fit with the first and second engagement members.